

Article 10 | Off-Street Parking and Loading

Sec. 10.1 Purpose

The purpose of this section is to reduce hazards to public safety by establishing standards for motorized vehicle parking, for bicycle parking, and for loading areas. ~~for sidewalks, and for trash facilities. These standards are established in order to provide for the safe movement of~~ motorized vehicles, bicycles, and pedestrians ~~and to reduce hazards to public safety.~~

Sec. 10.2 General Requirements

10.2.1 Applicability

The parking standards of this Article shall apply to all proposed development.

10.2.2 Facilities Required

- A. Off-street parking facilities for motorized vehicles and bicycles shall be provided for ~~patrons, occupants and employees of all nonresidential~~ uses located outside of the Downtown Tier CBD.
- B. Shopping Centers which provide 400 or more parking spaces shall designate at least 5% of the required spaces as "Park and Ride" spaces; however, no more than 100 spaces shall be required. A sign or signs shall be used to designate that the spaces are reserved for park and ride use during non-holiday weekdays between 6 AM and 6 PM. Park and ride spaces, for the purpose of this paragraph, shall be defined as spaces to be occupied by vehicles left by individuals who transferred to other modes of transportation for the remainder of their trip to an off-site location (for example, a driver who transferred from a car to a bus or carpool for the remainder of the trip to work or school). Bus shelters may be required in the vicinity of the Park and Ride area if the DRB determines that DATA, the Triangle Transit Authority, or another publicly-sponsored transit provider would benefit from the improvements.

10.2.3 Vehicle Parking Permitted in Residential Districts and Uses

- A. Vehicles parked in residential areas ~~may~~ shall not exceed ~~30~~ 35 feet in overall length, eight feet in width or 12 feet in height.
~~Trailers may not exceed 35 feet in length or 12 feet in height.~~
- B. Single-family residential uses may devote yard space to designated driveways. Within the ~~front~~ street yard, driveways shall not exceed ~~20~~ 25 feet in width ~~unless shown on an approved site plan~~. Single-family driveways shall be surfaced with an all-weather material with edges clearly delineated. Except for these driveways, no additional curb cuts or vehicle access points shall be permitted. ~~No portion of the yard space other than the~~ Only designated driveways shall be used for the parking of vehicles between a street and a house. Parked vehicles shall not block pedestrian walkways.
- C. ~~Other~~ Domestic and recreational vehicles such as boats, camper trailers, and utility trailers shall be stored off the street and ~~shall may~~ not be located in ~~required front and yard~~ street and side yard spaces. Multifamily developments may designate a specific area on a site plan for boat and trailer parking for residents of the development.
- D. Parking of ~~school~~ buses on the site of and directly associated with an allowed nonresidential use ~~associated with Durham Public Schools~~ shall be allowed.
- E. Parking of heavy equipment or tractor trailers shall not be allowed, except through issuance of a home occupation permit pursuant to Sec. 3.13. This requirement shall not prohibit commercial vehicles from making deliveries in a residential district.

10.2.4 Use of Parking Spaces

- A. Nonresidential Required parking spaces shall not be used for the storage or sale of merchandise, vehicle storage, vehicles for sale, or vehicle repair. Non-required spaces proposed for these uses shall be designated on a site plan.
- B. Any area designated for required off-street parking shall not be changed to another use until other parking facilities in conformance with this section zoning requirements are established elsewhere.

10.2.5 Calculation of Spaces

- A. In residential districts in which garage space is shown on the plan, the garage space may be considered in determining whether required parking has been met.
- B. Requirements for the number of parking spaces for motorized vehicles and bicycles for each use are listed elsewhere in this section. The requirements may result in the calculation of a fractional parking space. If the fraction is less than 0.5, the fraction may be deleted. If the fraction is 0.5 or greater, the fraction shall count as one parking space.

~~Off-street parking for separate uses may be provided collectively if all other regulations are observed. A parking space designated for one use shall not be designated as fulfilling the requirements for another use unless approved by the Development Review Board (DRB).~~

~~Park and Ride Spaces Required at Shopping Centers~~

~~Carpool Spaces Required~~

~~A building with at least 10,000 square feet of space devoted to office uses shall provide carpool parking spaces. At least one percent of parking spaces shall be designated as reserved for carpool parking. The designated spaces shall be among the spaces located closest to the building entrance (other than the handicapped parking spaces). This requirement shall only apply if carpooling standards and administrative requirements are defined by an ordinance adopted by the governing body.~~

Sec. 10.3 Required Parking

10.3.1 ~~Minimum~~ Required Motorized Vehicle Parking

A. Rural, Suburban, and Urban Tiers

1. Minimum

Off-street parking spaces shall be provided for all uses listed below in the amounts specified below. ~~Uses not listed shall be reviewed by the Planning Director, or designee, for a determination of the required spaces. An exception shall be the CBD District where No off-street parking is required.~~ Buildings with multiple uses shall calculate parking based on the square footage of each use in the building.

~~Uses not listed shall be reviewed by the Development Review Board for a determination of required spaces.~~

Use Category	Specific Use	Minimum Spaces
AGRICULTURAL USES		
Agriculture	All agriculture	1 per site + 1 per 1,000 SF enclosed floor area
RESIDENTIAL USES		
Household Living	All household living	2 per unit
Group Living	All group living, except as listed below	1 per 4 beds
	Boarding house, rooming house	1 per bedroom
	Congregate living facility	1 per 2 units + 1 per 4 employees
PUBLIC AND CIVIC USES		
Community Service	All community service	1 per 500 SF floor area
	Auditoriums	1 per 200 SF floor area available for seating in places of assembly, minimum 20 spaces
	Clubs and lodges	1 per 100 SF floor area
	Museums	1 per 300 SF floor area, minimum 10 spaces
Day Care	All day care	1 per employee + 1 per each 10 attendees
Educational Facilities	All educational facilities, except as listed below	6 per classroom + 1 per 300 SF floor area of administrative office space
	College, community college, university, seminary	1 per 600 SF of academic space, plus 1 per 5 seats in a principal assembly room, plus 1 per 2 beds in an on-campus residential facility
	Kindergarten, elementary, middle school	1 per classroom + 1 per 300 SF floor area of administrative office space
Government Facilities	City, county, state or federal government office	1 per 300 SF floor area + 1 per 3 employees
	Correctional facilities, jail, prison	1 per 300 SF office area + 1 per 5 beds
	Emergency services, fire, sheriff or medical station	1 per employee per shift + 1 per facility vehicle
Medical Facilities	All medical facilities, except as listed below	1 per 250 SF floor area
	Medical laboratory	1 per 500 SF floor area
	Hospital	1 per 2 beds + 1 per doctor and nurse + 1 per 4 employees
Parks and Open Areas	All parks and open areas except as listed below	As determined by the Planning Director in consultation with the Parks and Recreation Director

Use Category	Specific Use	Minimum Spaces
	Cemetery, mausoleum columbaria, memorial garden	1 per 5 seats in the chapel or assembly area
Passenger Terminals	All passenger terminals	1 per 200 SF waiting floor area + 1 per 2 employees
Places of Worship	All places of worship	1 per 20 SF available for seating in the assembly area(s)
Social Service Institutions	All social service institutions, except as listed below	1 per 1,500 SF floor area + 1 per employee/volunteer
Utilities	All utilities, except as listed below	1 per 1,000 SF enclosed floor area
	TV/HDTV/AM/FM broadcast facility	1 per 300 SF enclosed floor area
COMMERCIAL USES		
Indoor Recreation	All indoor recreation, except as listed below	1 per 250 SF enclosed floor area
	Adult establishment, bar, nightclub, movie or theater	1 per 100 SF of seating area
Outdoor Recreation	All outdoor recreation, except as listed below	1 per 500 SF of enclosed floor area + 1 per 1,000 SF of outdoor use area
	Campground, summer camp	1 per campsite + 1 per employee
	Circus ground	1 per 600 SF of the area devoted to the circus, arcade, concessions, etc.
	Flea market, outdoor	1 per 300 SF vendor area
	Firing range, outdoor such as rifle range, archery, skeet, handgun	Min 5 + 1 per firing position
	Golf course, country club (see "restaurants" for additional parking requirements associated with eating facilities)	4 per hole + 1 per 500 SF floor area
	Stadium or arena, commercial amphitheater, ballfield	1 per 4 seats
Overnight Accommodations	All overnight accommodations, except as listed below	1.25 per room+ 1 per 100 SF conference/banquet/restaurant
	Bed and breakfast establishment	1 per guest room + 2 per owner/manager
	Diet house, emergency shelter	1 per 250 SF floor area
Restaurants	All restaurants, except as listed below	1 per 100 SF
Retail Sales and Service	All retail sales and service, except as listed below	1 per 200 SF floor area for the first 50,000 SF of Gross Leaseable Area and 1 per 250 SF of leaseable area after that
	Animal hospital, kennel, or veterinarian	1 per 250 SF enclosed floor area
	Artist gallery, bulk mailing service, psychic, medium, security service, studio, taxidermist	1 per 400 SF floor area
	Repair-oriented services such as appliance, bicycle, canvas product, clock, computer, gun, jewelry, musical instrument, office equipment, radio, shoe, television or watch repair, locksmith, tailor, milliner, upholsterer	1 per 500 SF floor area

Sec. 10.3 Required Parking

Use Category	Specific Use	Minimum Spaces
Self-Service Storage	All self-service storage	Min. 5 or 1 per 100 storage units, whichever is greater
Vehicle Sales and Service	All vehicle sales and service, except as listed below	3 per service bay
	Car wash	2 per wash bay
	Vehicle sales, leasing or rental; manufactured housing sales	1 per 500 SF enclosed floor area
OFFICE USES		
Office	All office uses, except as listed below	1 per 250 SF floor area
	Conference center, retreat house	1 per 250 SF seating area
INDUSTRIAL USES		
Heavy Industrial	All heavy industrial	1 per 1,000 SF enclosed floor area
	Wrecking, junk or salvage yard	1 + 1 per 10,000 SF of yard area
Light Industrial Service	All light industrial service	1 per 1,000 SF floor area
Resource Extraction	All resource extraction	1 per 2 employees, minimum 3
Warehouse and Freight Movement	All warehouse and freight movement	1 per 5,000 SF of floor area
Waste-Related Service	All waste-related services	1 per 500 SF enclosed floor area + 1 per 5,000 SF outside storage area
Wholesale Trades	All wholesale trade	1 per 1,000 SF floor area

2. **Maximum Parking Permitted**

- a. No use shall provide more than 175% of the required parking shown in the table above unless any parking above the 175% threshold is pervious or is provided through use of structured parking.
- b. Where a project is intended to be developed in phases, the Development Review Board may approve development of a parking area intended to serve current and future development.

B. **Compact Neighborhood Tiers**

Within the Compact Neighborhood Tier, 90% of the parking standards shown in Sec. 10.3.1A shall be required.

C. **Downtown Tier**

No off-street parking shall be required in the Downtown Tier and the minimum parking specified in Sec. 10.3.1.A shall be the maximum parking allowed for those uses choosing to provide off-street parking.

10.3.2 **Handicapped Accessible Parking**

Parking spaces in accordance with the following table shall be provided to accommodate the needs of handicapped individuals.

Off Street Parking Spaces Provided	Minimum Handicapped Accessible Spaces Required
1-25	1
26-50	2

Off Street Parking Spaces Provided	Minimum Handicapped Accessible Spaces Required
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of the total spaces provided
1,001 or more	20 spaces, plus one space for every 100 spaces over the first 1,000 spaces provided

10.3.3 Minimum Required Bicycle Parking

- A. Multifamily residential uses shall provide bicycle parking at the rate of one bicycle parking space for each every 20 motorized vehicle spaces; however, no more than 50 100 total bicycle parking spaces ~~are~~ shall be required for any single development.
- B. Nonresidential uses with an off-street parking requirement for motorized vehicles of at least 15 spaces and not more than 40 spaces shall provide a minimum of two bicycle parking spaces.
- C. Nonresidential uses with an off-street parking requirement greater than 40 spaces shall provide bicycle parking spaces equal to ~~5%~~ 10% of the total number of spaces required up to 100 spaces.
- D. Uses within the Downtown Tier CBD that provide parking for motorized vehicles shall also provide ~~it~~ parking for bicycles.

10.3.4 Conversion of Motorized Spaces to Bicycle Parking

During the site plan approval process, the Development Review Board may allow a new or a pre-existing development to convert up to 5% of its motorized vehicle spaces to non-required additional bicycle parking, as long as the spaces are conveniently located near a building entrance. Converted parking spaces ~~must~~ shall yield at least six bicycle parking spaces per motorized vehicle space. ~~A development requesting such a conversion must demonstrate a need for additional bicycle parking.~~

10.3.5 Alternative Parking Plans

A. General

1. Spaces Required

The Development Review Board may reduce the required number of spaces by up to 20% if for reasons of topography, mixes of uses, ride sharing programs, availability of transit, or other conditions specific to the site, provided the reduction in the required number of parking spaces satisfies the intent of this Article.

2. Procedure

Alternative Parking Plans shall be reviewed and approved by the Development Review Board at the time of site plan approval.

1 **3. Recordation of Approved Plans**

2 An attested copy of an approved Alternative Parking Plan shall be recorded in
3 the deed records for Durham County. The applicant shall provide proof of
4 recordation prior to issuance of a building permit.

5 **B. Developer-Submitted Parking Data**

6 The Development Review Board may reduce the minimum amount of off-street
7 parking required (beyond that permitted by Sec. 10.3.5A) or increase the maximum
8 amount of off-street parking required (beyond that permitted by Sec. 10.3.5C) where
9 developer-submitted parking data, prepared and sealed by a registered engineer with
10 transportation expertise, illustrates that the standards of this section do not
11 accurately apply to the specific development. The data submitted shall include, at a
12 minimum, the size and type of the proposed development, the mix of uses, the
13 anticipated rate of parking turnover and the anticipated peak parking and traffic
14 loads of all uses.

15 **C. Off-Site Parking**

16 The Development Review Board may approve the location of required off-street
17 parking spaces on a separate lot from that on which the principal use is located if the
18 off-site parking complies with all of the following standards.

19 **1. Ineligible Activities**

20 Off-site parking shall not be used to satisfy the off-street parking standards for
21 convenience stores or similar convenience-oriented uses. Required parking
22 spaces reserved for persons with disabilities shall not be located off-site.

23 **2. Location**

24 No off-site parking space shall be located more than 1,000 feet from the
25 primary entrance of the use served (measured along public walkways). Off-site
26 parking spaces shall not be separated from the use served by an arterial street
27 right-of-way (as designated in the Comprehensive Plan), unless a grade-
28 separated pedestrian walkway is provided, or traffic control or remote parking
29 shuttle bus service is provided.

30 **3. Agreement for Off-Site Parking**

31 If an off-site parking area is not under the same ownership as the principal use
32 served, a written agreement between the record owners shall be required. The
33 owner of the off-site parking area shall enter into a written agreement in a form
34 acceptable to the City or County Attorney, as appropriate (with enforcement
35 running to the City or County) providing that the land comprising the parking
36 area shall never be disposed of except in conjunction with the sale of the
37 building which the parking area serves so long as the facilities are required; and
38 that such agreement shall bind his heirs, successors, and assigns.

39 **D. Transportation Demand Management (TDM)**

40 The Development Review Board may authorize a reduction in the number of required
41 off-street motorized-vehicle parking spaces for developments or uses that institute
42 and commit to maintain a TDM program, in accordance with the standards of this
43 paragraph.

44 **1. Required Study**

45 The applicant shall submit a study to the Planning Director, or designee, that
46 clearly indicates the types of TDM activities and measures proposed.

2. **TDM Activities**

There shall be no limitation on the types of TDM activities for which reductions may be granted from otherwise required off-street parking ratios. The following measures shall serve as a guide to eligible transportation management activities.

a. **Transportation Coordinator**

The occupant of the development or use may appoint an employee to act as Transportation Coordinator with responsibility for disseminating information on ride-sharing and other transportation options may be cause for a reduction in otherwise applicable off-street parking requirements. In addition to acting as liaisons, Transportation Coordinators must be available to attend meetings and training sessions with transit providers.

b. **Off-Peak Work Hours**

Employers that institute off-peak work schedules, allowing employees to arrive at times other than the peak morning commute period, may be eligible for a reduction in otherwise applicable off-street parking requirements. The peak morning commute period is defined as 7:00 a. m. to 9:00 a.m.

c. **Preferential Parking**

The provision of specially marked spaces for each registered car pool and van pool may be cause for a reduction in otherwise applicable off-street parking requirements.

d. **Financial Incentives**

The provision of cash or in-kind financial incentives for employees telecommuting or commuting by car pool, van pool and transit may be cause for a reduction in otherwise applicable parking requirements.

E. **Valet Parking**

The Development Review Board may approve valet parking as a means of satisfying otherwise applicable off-street parking requirements where all of the following standards have been met.

1. Adequate assurance of the continued operation of the valet parking, such as a contractual agreement for valet services or the tenant's affidavit agreeing to provide such services shall be provided;
2. An equivalent number of valet spaces shall be available to replace the required parking spaces. Such valet spaces do not require individual striping, and may take into account the tandem or mass parking of vehicles.

F. **Credit for Public Spaces**

Some or all of the required off-street parking spaces may be waived by the Development Review Board if publicly-controlled-owned off-street parking is located within a 1,000 foot walking distance along public walkways from the main entrance of the proposed use and the Development Review Board also determines that adequate parking spaces are available within the publicly-controlled owned parking area to accommodate the anticipated use.

Sec. 10.4 Design Standards

10.4.1 In General

A. Location of Parking

1. Rural and Suburban Tiers

In the Rural and Suburban Tiers, off-street parking may be located in any developable area of a site, excluding all areas required for buffers.

2. Urban Tier

In the Urban Tier, at least two-thirds of all off-street parking for nonresidential uses shall be located to the side and rear of structures, unless the particular constraints of the site (such as topography) preclude the ability to locate the required parking in areas other than between the street and the building. The Planning Director, or designee, shall have the authority to adjust this requirement, in those cases, to permit additional parking to be located in areas other than to the side or rear of a structure.

3. Compact and Downtown Tiers

In the Compact and Downtown Tiers, surface parking shall be located adjacent to a street only if, in addition to required landscaping materials pursuant to Sec 9.8.2, a wall or decorative fence consistent with the requirements of Sec. 9.9 is provided in a location no further from the right-of-way than the build-to line established pursuant to Sec. 6.10.

B. Use of Compact Spaces

Up to 20% ~~30~~ of the off-street parking spaces may be sized and designated for compact vehicles, by right; and up to 30% may be allowed by the Development Review Board. A larger percentage of compact vehicles may be allowed by the DRB. Compact parking spaces shall be accommodated throughout the parking area and appropriately marked. No more than 10 compact spaces shall be located in any given row of parking.

C. Marking of Spaces

Nonresidential parking spaces and multifamily parking spaces shall be striped on pavement or designated with some other form of permanent marking.

~~All off-street handicapped parking spaces shall be designated by a sign or other means specified by State requirements.~~

10.4.2 Parking Space Design Standards for Motorized Vehicles

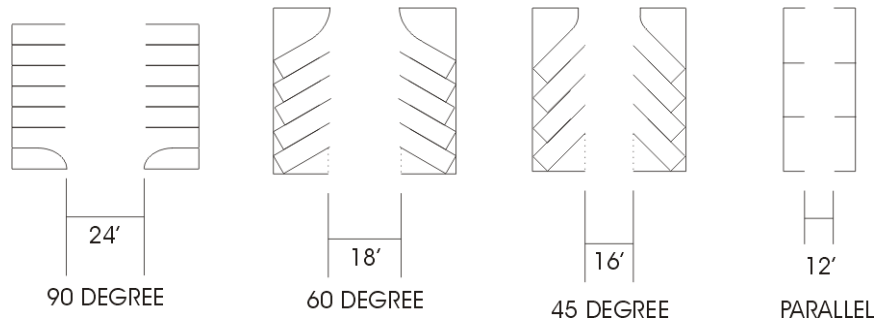
Each required off-street parking space shall open directly onto an aisle or driveway which is designed to provide safe and efficient ~~vehicular~~ access to each parking space. Parking shall not be allowed to impede traffic movement on alleys or streets or to impede pedestrian or bicycle activities.

A. Dimensions

1. A required off-street parking space shall be at least eight feet, six inches in width and 18 feet in length exclusive of any access drives, aisles, or columns; however, for nonresidential uses, parking spaces of a reduced size may be permanently designated, by signs, for compact vehicles. A compact vehicle space shall be at least seven feet, six inches in width and at least 14 feet in

length, exclusive of access drives, aisles, or columns. Parallel parking spaces shall be increased by five feet in length for both regular and compact parking.

2. All spaces shall have a minimum vertical clearance of eight feet, 6 feet, 6 inches.
3. Aisles shall not be less than 24 feet wide for 90 degree parking, 18 feet wide for 60 degree parking, 16 feet wide for 45 degree parking and 12 feet wide for parallel parking. The angle shall be measured between the centerline of the parking space and the centerline of the aisle. No parking shall be allowed in the aisles.



4. The maximum grade permitted for any required parking shall not exceed 8%.
5. Parking spaces using geometric standards other than those specified elsewhere in this Ordinance may be approved if developed and sealed by a registered engineer with expertise in parking facility design subject to a determination by the City Durham Public Works Director, or designee, Transportation Department that the plans for the facility are sealed by a registered engineer with recognized expertise in parking facility design and a determination that the proposed facility will satisfy off-street parking requirements as adequately as would a facility using standard Ordinance dimensions.

B. Plan

Parking design for nonresidential and multifamily uses shall be approved as part of site plan review. ~~Parking spaces required to meet the standards of this section shall be located on the same lot as the building or use served unless the DRB determines that location of the parking on-site would result in an unnecessary hardship and that the intent of this section would be better served by locating the required parking on another site within 1,000 feet of the use.~~

Screening and Landscaping

~~Landscaping and buffer widths in conformance with standards found in Article 9, Landscaping and Buffering shall apply.~~

C. Lighting

Parking lot lighting shall be shielded so that it does not cast direct light beyond the property line (see Sec. 7.4, Outdoor Lighting). Parking lots shall be illuminated ~~lighted~~ during night business hours.

D. Surfacing

1. In the Rural Tier

All required off-street parking spaces, except for those associated with single family detached dwellings, shall be covered with an all-weather surface designed to support anticipated loads. Loose material surfaces shall be contained with a permanent edging. The surface shall be maintained so that

traffic may move safely in and out of the parking area. Parking blocks that help designate individual parking spaces and keep vehicles within the surfaced area shall be required in lots with greater than 10 parking spaces.

2. In All Other Tiers

All required off-street parking spaces, except for those associated with single-family dwellings, shall be paved in accordance with standards and specifications of the City Public Works Department.

10.4.3 Design Standards for Handicapped Accessible Parking

- A. All off-street handicapped accessible parking spaces shall be located in the closest parking area to a public entrance to the building but no more than 250 feet from such entrance.
- B. All off-street handicapped accessible parking spaces shall be paved in accordance with standards and specifications of the City Public Works Department.
- C. All off-street handicapped accessible parking spaces shall be designated by a sign or other means specified by State requirements.

10.4.4 Design Standards for Bicycle Parking

- A. ~~Bicycle parking must be visible and convenient for cyclists and must provide sufficient security from theft and damage.~~ Bicycle parking may be located in any parking of these area or in other locations that are easily accessible and do not impede pedestrian or motorized vehicle movement into or around the site. Designating space for bicycle parking within buildings is a preferred option when feasible.
- B. Requirements for bicycle parking in other areas ~~can~~ may be met by:
 - 1. A bicycle storage room, bicycle lockers, or bicycle racks within ~~inside~~ a building;
 - 2. Bicycle racks or lockers in a parking structure, underneath an awning or marquee, or near a main building; or
 - 3. Bicycle racks on the public right-of-way with approval from the City or State and where such racks do not conflict with pedestrian use.
- C. When a percentage of the required motorized vehicle spaces are provided in a structure, an equal percentage of the required bicycle spaces shall ~~are to~~ be located inside that structure, unless other accessible, covered bicycle parking is located elsewhere on the site.
- D. Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.
- E. Facilities shall provide at least a ~~24~~ 30 inch clearance from the centerline of each adjacent bicycle and at least ~~18~~ 24 inches from walls or other obstructions.
- F. An aisle or other space shall be provided for bicycles to enter and leave the facility. The aisle shall have a width of at least ~~five~~ four feet to the front or the rear of a standard six-foot bicycle parked in the facility.
- G. Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide. Overhead clearance shall be at least seven feet.

- 1 H. Bicycle parking spaces ~~shall are to~~ be clearly marked as such and shall be separated
2 from motorized vehicle parking by some form of physical barrier designed to protect
3 a bicycle from being hit by a motorized vehicle.
- 4 I. Each bicycle parking space shall be provided with some form of stable frame
5 permanently anchored to a foundation to which a bicycle frame and both wheels may
6 be conveniently secured using either a chain and padlock or a U-lock. The frame shall
7 support a bicycle in a stable position without damage to frame, wheels, or
8 components. The rack known as an “inverted U-rack” is the preferred type.
- 9 J. Outdoor bicycle parking facilities shall be surfaced in the same manner as the
10 motorized vehicle parking area and shall be equally level and accessible to the street.
- 11 K. Lighting and other security design features shall be provided in bicycle parking
12 facilities equivalent to that provided in the facilities for motorized vehicles.
- 13 L. Bicycle parking ~~should~~ shall be located no further from the building's main entrance
14 than the closest motorized vehicle parking space, excluding parking for persons with
15 disabilities. Exceptions to this standard may be approved by the Development
16 Review Board, considering site constraints and the availability of structured and/or
17 enclosed parking for vehicles and bicycles. Uses with several major entrances shall
18 locate a portion of the required bicycle parking at each entrance.
19

Sec. 10.5 Vehicle Stacking Areas

10.5.1 Vehicle Stacking Areas

The vehicle stacking standards of this subsection shall apply unless otherwise expressly approved by the City Public Works Director or County Engineer, or appropriate designees. Additional stacking spaces may be required where trip generation rates suggest that additional spaces will be needed.

10.5.2 Minimum Number of Spaces

Off-street stacking spaces shall be provided as follows:

Activity Type	Minimum Stacking Spaces	Measured From:
Automated teller machine	3	Teller
Bank teller lane	4	Teller or Window
Car wash bay, full-service	6	Bay
Car wash bay, self-service	3	Bay
Dry cleaning/laundry drive-through	3	Cleaner/Laundry Window
Gasoline pump island	2	Pump Island
Gatehouse, staffed	4	Gatehouse
Gate, unstaffed	2	Gate
Pharmacy pickup	3	Pharmacy Window
Restaurant drive-through	6	Order Box
Restaurant drive-through	4	Between Order Box and Pick-Up Window
Valet parking	3	Valet Stand
Other	Determined by Development Review Board in consideration of an approved study prepared by a registered engineer with expertise in Transportation Engineering.	

10.5.3 Design and Layout of Stacking Spaces

Required stacking spaces shall be subject to the following design and layout standards:

A. Size

Stacking spaces shall be a minimum of eight feet in width by 25 feet in length.

B. Location

Stacking spaces shall not impede on- or off-site traffic movements or movements into or out of off-street parking spaces.

C. Design

Stacking spaces shall be separated from other internal driveways by raised medians if deemed necessary by the City Public Works Director or County Engineer, or appropriate designees, for traffic movement and safety.

Sec. 10.6 Loading Areas

10.6.1 Location

No loading spaces shall be located within 30 feet of street intersections or in any required yard space.

10.6.2 Surfacing

A. In the Rural Tier

All open off-street loading areas shall be surfaced with an all-weather material such as concrete, asphalt, or at least six 4 inches of properly compacted crushed stone, designed to carry the heaviest vehicle loads that can commonly be expected. Consideration should be given to the weight of fire and sanitation equipment as well as delivery vehicles. Loading areas surfaced with loose materials such as crushed stone shall provide permanent edging around the area.

B. In All Other Tiers

All open off-street loading areas shall be paved ~~surfaced~~ with an all-weather material such as concrete or asphalt, designed to carry the heaviest vehicle loads that can commonly be expected. Consideration should be given to the weight of fire and sanitation equipment as well as delivery vehicles.

10.6.3 Utilization

Space allocated to any off-street loading space, accessory drives, or aisles, shall not be used to satisfy the space requirements for any off-street parking or trash handling facilities.

10.6.4 Ingress and Egress

Each required off-street loading space shall be provided with a means of unobstructed ingress and egress to an alley or onto a public street wide enough to accommodate expected vehicles. Where such ingress and egress is made into a public street, it shall be through driveways or openings which meet required standards. Permanent wheel stops or curbing shall be provided to prevent any vehicle using the loading area from encroachment on either the required ~~front~~ street yards, side yards, or adjacent property.

10.6.5 Off-Street Loading Requirements

- A. Loading spaces shall be required for uses which normally handle large quantities of goods, including but not limited to industrial plants, wholesale establishments, warehouses, freight terminals, hospitals and retail establishments.
- B. Off-street loading spaces may be either inside or outside the building and on the same or adjoining lots. ~~premises~~.
- C. The loading spaces shall be of sufficient size and number to allow normal loading and unloading operations appropriate to the property to be served.
- D. In no case shall the loading space hinder the movement of traffic or pedestrians. The loading spaces shall be indicated on site plans submitted for approval.

- 1 E. The Development Review Board may require one or more additional loading areas if
2 the magnitude of the use would anticipate the need for more loading or standing
3 space.
- 4 F. Loading berths shall be 10 feet in width by 25 feet in length with 14 feet of vertical
5 clearance. The size may be modified by the Development Review Board where site or
6 use conditions warrant changes to this standard.
- 7 G. Loading areas shall be signed to indicate "No Idling."
- 8 H. Any loading area located adjacent to a residential use shall not receive deliveries
9 between the hours of 11 p.m. and 6 a.m.

10 **10.6.6 Repair and Service**

11 No motor vehicle repair work or service of any kind shall be permitted in conjunction
12 with loading facilities provided in any district.

13 **10.6.7 Landscaping and Screening Requirements**

14 Loading areas shall be screened from public streets and adjacent residential property
15 in accordance with the screening requirements of Sec. 9.7, Screening Requirements
16 and Sec. 9.8, Vehicular Use Area Landscaping ~~Article 9, Landscaping and Buffering.~~

17 **10.6.8 Residential Setback Requirements**

18 A minimum setback of 50 feet shall be required where loading docks face a
19 residential district or a structure with first-floor residential uses, unless the loading
20 area is completely screened from view with a wall subject in accordance with the
21 requirements of Sec. 9.9, Fences and Walls.

22 **10.6.9 Loading Area Requirements for Specific Uses**

23 Any convenience store or similar use requiring frequent deliveries by truck shall
24 demonstrate to the Development Review Board that adequate on-site area exists for
25 the loading and unloading of such trucks. Such loading and unloading activity shall
26 not be permitted in any public right-of-way.

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